

# DRAFT Strategies Submitted to LUSCAT and ARB by Stakeholders 3-8-08

October 1 Strategies Submitted to CARB			
Sponsors	Title	Description	Location
CEERT	Low Impact Development (LID)	Require LID in satisfaction of new and redevelopment requirements in Phase I and Phase II municipal storm water permits. The SWRCB and RWQCBs should require LID to be implemented with no greater than 3% connected impervious surface at all new and redevelopment projects that disturb greater than 5,000 square feet of soil.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/electricity/nrdc_low_impact_development_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/electricity/nrdc_low_impact_development_final.pdf</a>
City of Apple Valley and UC Berkeley Center for Cities & Schools	Public School Siting	Reduce pollution caused by public school transportation. Revise state school facility policies and guidelines to support siting schools in locations that are centrally located to existing or planned neighborhoods, minimize transportation distances and costs, encourage transit and pedestrian travel, preserve greenfields, and encourage joint use facilities.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportationemail/mc keen.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportationemail/mc keen.pdf</a>
NRDC	Statewide Vision	Adopt a statewide growth plan that is built from required local and regional plans and all state agencies should align state planning, financing, infrastructure, and regulatory land use policies and programs to the plan.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf</a>
NRDC	Regional Transportation Plans Tied to GHG Reductions	Craft regional transportation plans to achieve greenhouse gas targets and monitor and assist with the process already underway at the CTC to revise RTP guidelines and improve transportation modeling.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf</a>
NRDC	Adjust state and local financing to support VMT reduction and AB 32 goals	Study the impacts of state and local tax policy on land use practices in the state.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf</a>
NRDC	Identify Barriers to Smart Growth; Provide Smart Growth Technical Assistance	Conduct a review of local zoning and planning codes, identify barriers to smart growth compact developments which can reduce GHGs, and develop model codes and promote their adoption through a coordinated technical assistance program.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nrdc_land_use_final.pdf</a>

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Sponsors	Title	Description	Location
NRDC	<b>Smart Location Tax Credit/Location Efficient Mortgages/LEED – ND</b>	Initiate a smart location/development tax credit for developers, modeled after the Low-Income Housing Tax Credit. Consider LEED-ND standards while drafting the criteria for the smart location tax credit. Promote the LEED-ND standards through the technical assistance program discussed in the previous section. Monitor the forty-two California developments currently enrolled as LEED-ND pilot projects and determine whether these provide models which could be replicated. Consider the appropriateness of requiring LEED-ND certification for all large scale developments.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nr_dc_land_use_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nr_dc_land_use_final.pdf</a>
NRDC	<b>Transfer of Development Rights (TDR) Program</b>	Identify rapidly growing areas at risk of sprawling development and craft a new TDR program to preserve open space and promote compact development in these areas.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nr_dc_land_use_final.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/nr_dc_land_use_final.pdf</a>
NRDC	<b>Performance Measures and Benchmarks</b>	Create performance measures, timelines and benchmarks for each policy recommended to CARB	
NRDC	<b>Improve Transit</b>	Make recommendations to expand transit funding, increase accessibility and ridership, and ease the siting of transit stops and routes. Particular emphasis shall be on strengthening existing transit systems and filling important gaps in transit service	
NRDC	<b>Utility Infrastructure</b>	Analyze and give recommendations on tying investments in utility infrastructure to preferred growth areas, per the CEC's <i>The Role of Land Use</i> report	
NRDC	<b>Brownfields Funding and Incentives</b>	Make recommendations to increase funding for brownfields mitigation and to prioritize brownfields funding to areas and projects that maximize location efficiency and show the most promise for VMT/GHG reductions	
NRDC	<b>Building Code Review</b>	Review Building, Fire and other development-related Codes for unnecessary regulations that discourage compact development. Recommend changes.	
NRDC	<b>Parking Pricing</b>	Create a model parking pricing program with the goal of minimizing VMT/GHG emissions related to vehicles searching for parking.	
NRDC	<b>Child Care Siting</b>	Revise child care facility policies and guidelines to support siting child care facilities in locations that are centrally located to existing or planned neighborhoods. Consider minimum Statewide by-right standards.	

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Sponsors	Title	Description	Location
NRDC	LEED-ND	Promote LEED-ND standards through the technical assistance program discussed in the previous section. Monitor the forty-two California developments currently enrolled as LEED-ND pilot projects and determine whether these provide models which could be replicated. Consider the appropriateness of requiring LEED-ND certification for all large scale developments, or those seeking State funding.	
NRDC	Consumer Benefits and Incentives	Propose a package of programs and policies to encourage individuals to reduce their VMT. Examples should include Location Efficient Mortgages, parking cash out programs, Pay As You Drive Insurance, smart location tax credits, and transit subsidies	
NRDC	Expand Availability of Private Financing	Work with private lenders to expand the pool of financing available for mixed use, compact and other innovative development products.	
NRDC	Cap and Trade Proceeds	Earmark a portion of any proceeds from a cap and trade auction system to encourage compact development, improve existing infrastructure or mitigate brownfields.	
Environmental Defense	Indirect Source Rule	CARB should develop and implement an Indirect Source Rule (ISR) for GHGs and other pollutants. The ISR would require developers to reduce or mitigate pollution caused by future use of their developments, impacts on traffic, and the larger land use pattern. It advances development patterns that favor high density development and reduced VMT. The rule should be designed to encourage that reductions occur through actual onsite measures, with allowance for offsite mitigation if needed (possibly through a fee mechanism that reflects the cost of reducing emissions offsite).	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Environmental Performance in Transportation Spending	State funds should only go to projects that meet environmental performance criteria. All state agencies should maximize funding to projects that demonstrate a reduction in ghgs, such as high performance corridors, developing in smart growth patterns in areas with existing development, and pedestrian and bike routes. CTC guidelines should include overt policies regional transportation agencies must adopt to reduce, mitigate, and monitor GHGs from each transportation project.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>

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Sponsors	Title	Description	Location
Environmental Defense	Funding for GHG-Reducing Infrastructure Improvements	Develop a GHG reduction plan linked to infrastructure improvements that will produce the greatest reductions, and then implement that plan, giving funding preference to the projects producing the greatest reduction. For example, funds should go to projects that overcome barriers to infill development.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Tailored Mass Transit	Caltrans should collaborate with CARB to improve mass transit to respond to the diversity of people's needs. This policy should include Bus Rapid Transit, car sharing, shuttle buses, vanpools, etc., as appropriate. With options that fit their lifestyles, people are more likely to use transit.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Pay As You Drive Pricing	CalTrans should work with the Department of Insurance to create a pay as you drive system that includes pay as you drive insurance. PAYD pricing helps each driver take into account the true cost of driving. PAYD insurance has been shown to make driving more affordable for people with low incomes.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Road Pricing/Congestion Pricing	Identify high-polluting corridors or congested city centers where appropriate road pricing coupled with increased transit services will likely result in significant GHG reductions. Prepare and distribute guidance on road-pricing strategies to local transportation planning agencies, and give preference in distribution of public transportation dollars to those projects that include pollution-reducing pricing strategies.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Planning that Works	The Business, Transportation, and Housing Agency, in collaboration with the Department of Planning and Research, should review local zoning and planning codes, identify those that can restrict efforts to reduce GHGs, and develop model codes and encourage their adoption. Local changes are needed to allow programs that focus on the relationship between the built environment and GHGs to be effective. For example, codes should allow mixed use and require complete streets. Codes that induce an increase in GHGs should be eliminated.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/other/land_use_scoping_plan_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/other/land_use_scoping_plan_comments_env_def.pdf</a>
Environmental Defense	Local Climate Action Plans/ Local Plan Climate Elements	Local governments should be required to develop climate action plans or to include a climate element in their existing general plans. These plans should include a GHG inventory, a reduction target, and measures that local governments/COGs must pursue through their planning activities to meet the targets. CARB should work with local agencies to develop inventories and targets in a timely manner.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/other/land_use_scoping_plan_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/other/land_use_scoping_plan_comments_env_def.pdf</a>

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Sponsors	Title	Description	Location
Environmental Defense	<b>Safer, Better and More Routes for Bikes and Pedestrians</b>	Caltrans should work with local entities to develop a statewide "complete streets" program and work to fund and implement that program. "Complete streets" (those with streetlights, bicycle parking, sidewalks and bikelanes), give people the opportunity to travel safely and comfortably outside of their cars.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	<b>Requiring Use of Up-to-Date Transportation Demand Models</b>	Develop and work for passage of legislation that would require local transportation agencies to use up-to-date models and/or improve existing models. State agencies should also update their models and train local governments in the use of models.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	<b>Freight Management</b>	CARB should work with local agencies and CalTrans to implement freight management strategies at and near the state's ports, airports, and distribution centers. These strategies potentially include shifting modes, changing the time of day, improving emissions profiles of existing vehicles, and locating industrial centers to improve efficiency.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	<b>Parking Management</b>	Pass legislation that would broaden the parking cash out law to a wider range of employers and conditions and thus capture greater participation and GHG reductions.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	<b>Municipal Energy Efficiency</b>	The CEC should develop a catalog of municipal energy efficiency measures and appropriate incentives or requirements. Examples include using LED lighting for new or replaced traffic lights and using "hot in-place repairing" to repair streets. Hot in-place repairing recycles existing materials, reduces waste, reduces GHGs released onsite, and is less expensive than replacement.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	<b>State and Local Tax Incentives</b>	CARB should work with the Franchise Tax Board, Board of Equalization, and Department to identify a list of tax incentives that would encourage GHG reductions and those that encourage increased emissions. Examples of tax incentives that reduces GHGs include 1) tax incentives for businesses that provide transit benefits, 2) tax credits for households that do not own and automobile, 3) smart location tax benefits for home buyers, 4) tax benefits for green buildings and development.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	<b>Location Efficient Mortgages</b>	Develop a program to identify communities and regions in the state where LEMs could be used most effectively to reduce GHG emissions, and then link lenders to homebuyers in those targeted communities.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>



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Sponsors	Title	Description	Location
Environmental Defense	Feebates	CARB should seek necessary legislation and design and implement a program to provide financial incentives to car buyers who purchase cars that are more fuel efficient.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Promoting Telecommuting	The Business, Transportation, and Housing Agency should work with CARB to develop a policy that requires companies to offer telecommuting options to employees.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
Environmental Defense	Public Information	Identify new, continuous funding for a public service advertising campaign, including television advertising, about GHG emissions and solutions.	<a href="http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf">http://www.arb.ca.gov/cc/scopingplan/submittals/transportation/transportation_scoping_comments_env_def.pdf</a>
<b>LUSCAT Advisory Group 10-19-07 Suggestions</b>			
CALCOG	Update Modeling Capabilities	Assist local governments in developing and updating modeling capabilities to allow for better land use and transportation planning. Particular needs are parcel specific GIS data and natural resource mapping.	
CALCOG	Rural Assistance	Rural areas require a different approach to growth and GHG reduction than urban areas and often have less resources available. The State should develop a package of programs and resources targeted at rural community assistance	
CALCOG	State Facilities	State should follow AB 857 principals and better plan for reduction of parking and VMT from State employees.	
CALCOG	School Siting	State should revise school siting guidelines to reduce land use and transportation impacts.	
CALCOG	High Speed Rail	The State should complete the high speed rail to reduce travel impacts.	
Environmental Defense	Reduce Perverse Incentive to Develop Agricultural Land	The State should identify and reduce the aspects of the tax structure that encourages the development of agricultural land in the State.	
CAPCOA	Assistance for Citizens	The State should provide a clearinghouse of information on resources, incentives and information for citizens to reduce their individual and community GHG footprint.	
CAPCOA	Smart Growth Incentives	The State needs to incentivize smart growth through regulatory, financial and other means.	

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Sponsors	Title	Description	Location
CAPCOA	Water Recycling	Require use of recycled water for all new and existing development that can use non-potable water (e.g. - golf courses, city parks, etc)	
CAPCOA	Greywater	Provide public education and incentives to increase development and use of domestic gray-water systems	
CAPCOA	Statewide Vision Implementing GHG Reduction	This recommendation should include requirements for local and regional growth boundaries to prevent/prohibit additional sprawl development. Boundaries should have density requirements that must be met before they can be expanded, with expansion linked to a specific level of buildout being reached.	
CAPCOA	PLACES Modeling	Require the use of PLACES modeling for all new large development proposals, specific plans and general plans to identify the energy use, including transportation, of each alternative prior to decision making.	
CAPCOA	Outreach	Develop an outreach plan aimed at reducing NIMBY opposition to smart growth planning and projects by identifying the climate, air quality and reduced energy benefits of smart growth and the reasons why they are needed.	

## Submitted to LUSCAT January 11

BART	Transit Service Enhancements	Provide operating subsidies for service improvements to promote transit use.	
BART	Transit Fare Programs	Provide funding for incentives to lower transit pass costs to increase ridership	
BART	Cap and Trade Benefits	Direct a portion of any permit auction revenues to fund transit programs. Ensure that transit is eligible as an offset provider under any market-based compliance mechanism.	
BART	Fund Bicycle Improvements	Fund bicycle facility and route improvements, particularly to improve last-mile-to-transit access to bicycle riders.	
BART	Rail Station Area Planning Grants	Fund transit oriented development planning and public involvement.	
BART	Indirect Source Development Fees	Implement a program that would require developers to either incorporate into their projects elements that will minimize traffic-related emissions into development, or pay a mitigation fee to the AQMD to be used to purchase off-site emission reductions.	
BART	Market Priced Parking	Charge the right price for curb parking. Require the unbundling of parking costs. Require Parking Cash-Out and step up enforcement efforts and outreach to employers, or provide funds to local agencies for this purpose.	

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Sponsors	Title	Description	Location
BART	Car-sharing	Implement policies to promote car sharing programs to reduce VMT, second-car ownership, reduce vehicle fleets and improve access to transit.	
BART	TravelChoice Outreach	Promote programs that reduce driving and congestion while promoting healthy physical activity and connecting interested residents with information and incentives to add more walking, bicycle riding, public transit (including BART), and carpooling into their daily routines.	
BART	Transit System Extensions	Increase the pool of funds available for transit projects, and in particular for extending existing transit systems.	
BART	Shuttle Bus Feeder Service	Make funding available for capital investments and operations for feeder service to make the last mile connection to transit.	
BAAQMD	Local Government Protocols	Provide Local Governments with resources to track community-wide emissions. County-wide collaborative approaches used in Sonoma and Alameda counties are examples. In another example, the BAAQMD is considering the development of an online data portal for community-wide greenhouse gas emission inventory data for Bay Area local governments, using information produced or collected by BAAQMD, PG&E and MTC. Provide such resources state-wide.	
BAAQMD		Develop and/or fund efforts to make readily available sample ordinances, with staff reports, fiscal analyses and draft resolutions.	
BAAQMD	Housing Element	Require energy efficiency upgrades for the existing housing/building stock at the time of sale. For housing stock with slow turn over, at time of new lease.	
BAAQMD	Housing Finance	Use consistency with Regional Blueprint as criterion in allocating State housing funds.	
BAAQMD	Parking Strategies	Require/encourage innovative parking strategies: pricing, parking maxima/caps, shared parking, cash-out, etc.	
BAAQMD	General Plan Guideline Update	Add "Air Quality" as an 8th mandatory element or section for general plans, with GHG requirements.	
BAAQMD	Waste Reduction	Increase mandatory recycling goals by jurisdiction from 50% to 75% by 2015.	
BAAQMD	Speed Limits	CA Highway Patrol: Enforce speed limits on highways and freeways.	
BAAQMD	Ridesharing	Caltrans / MPOs: Expand funding & promotion of ridesharing (carpool & vanpool) programs and services.	



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Sponsors	Title	Description	Location
BAAQMD	Information for Developing Reduction Strategies	Provide refined transportation data to allow local governments and agencies to develop targeted reduction projects. Examples include DMV or BAR requiring annual mileage reporting with registration, information on emissions by business fleets vs privately owned vehicles, commute activity vs other.	
BAAQMD	Regional Assistance Networks	Develop regional climate protection assistance networks and training for local governments to share best practices.	
BAAQMD	Water Conservation	Guidance/requirements for water conservation including storm water management, permeable surfaces, landscaping requirements	

Submitted to LUSCAT February 27			
Bob Johnston		Change local tax laws to encourage infill and housing. For example, change sales tax rebate from situs basis to population basis.	
Bob Johnston		Change State subdivision map act to require a finding of need for the parcels, before a subdivision of split is permitted.	
Bob Johnston		Tie State infrastructure funding to Smart Growth policies.	
Bob Johnston		State funding for regional transportation plan alternatives analysis intended to level off the growth rate of VMT.	
Bob Johnston		State funding for local GHG Plans.	
ClimatePlan	Conserve Natural Landscapes	The Resources Agency should establish a statewide mitigation program for the net climate impact of land conversion to urban uses. Mitigation requirements should be scaled according to the significance of cumulative GHG impacts, including the immediate pulse of emissions from carbon already sequestered, the lost future carbon sequestration potential, and the anticipated GHG emissions generated by the new development. The latter should be determined by the projected VMT of the new development, based on its proximity to existing developed areas, and the density/design of the new development.	
ClimatePlan		Direct investment of open space and conservation funds towards projects with both high sequestration and co-benefit potential.	

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Sponsors	Title	Description	Location
ClimatePlan		Use new streams of revenue created under AB 32 (such as cap and trade auction revenue, mitigation fees, public goods charges etc.) to protect working and natural landscapes with high sequestration value and to support acquisition and management activities that enhance the ability of these areas to adapt to climate changes already projected or underway. (Activities such as removal of invasive species and restoration of native species can make landscapes more resilient to climate stress).	
ClimatePlan		Use new streams of revenue created under AB 32 (such as cap and trade auction revenue, mitigation fees, public goods charges etc.) to invest in urban forestry, urban parks, and urban farming programs.	
ClimatePlan		Revise CEQA guidelines to analyze and mitigate for the GHG impacts of conversion/fragmentation of working landscapes. Update CEQA Guidelines to include forestlands in Appendix G: the environmental checklist.	
ClimatePlan		Work with local governments to incorporate consideration of land conversion and protection of natural and working "carbon reserves" into climate action plans, general plan climate elements, and other local plans related to climate change.	
ClimatePlan		Work with state agencies that have regional land use or conservation authority (such as the Coastal Commission, BCD, Santa Monica Mountains Conservancy, California Tahoe Conservancy, Sierra Nevada Conservancy) to incorporate GHG considerations and protection or establishment of "sensitive carbon sequestration areas" into their programs.	
ClimatePlan		The Department of Conservation should develop a program to measure "Food Miles Traveled" and protect agricultural land based on an accounting of potential transportation-related carbon emission reductions by growing food near population centers.	
ClimatePlan		The State Department of Health Services should partner with CDFA and local governments to invest in the infrastructure (packing, processing, distribution and retail) needed to increase consumer and institutional access to regionally grown foods. A particular emphasis should be placed on providing retail opportunities in communities where groceries are not currently available, as for instance by promoting corner markets, small scale neighborhood grocery stores, mobile grocery services, farmers markets and produce stands.	

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ClimatePlan		Regional blueprints should emphasize land conservation to sequester carbon, prevent the release of stored carbon, and reduce VMT related to sprawl.	
ClimatePlan	Scalable Strategies	Adopt strategies that are “scalable” – that can be adjusted over time to reward regions and jurisdictions that are achieving GHG targets, and create additional incentives for those regions and jurisdictions that are not achieving the targets. This concept can be applied to a variety of implementation strategies, from regulatory relief to infrastructure funding to mitigation requirements.	
CSAC & RCRC	State Setting Regional Voluntary Targets	In developing regional GHG emissions reduction targets, the State should consult with cities, counties, and affected regional agencies as well as local air districts. Support voluntary regional targets and strategies with transparency built into the process for establishing the targets. Targets should be achieved at the regional level through long range regional transportation plans (RTPs) and other growth strategies i.e. regional and/or countywide plans or blueprints.	
CSAC & RCRC	Obligation to Zone for Housing Consistency with Growth Strategies	Strategic growth plans at the regional level, whether land use or transportation, must be reconciled with the Regional Housing Needs Allocation (RHNA) and the obligation for cities and counties to zone for housing. The allocation of resources to cities and counties must be consistent with the RHNA obligation as well.	
CSAC & RCRC	Rural Sustainability & Incentives	Create incentives for jurisdictions that provide natural resource and agricultural land protection. This might be accomplished by targeting scarce infrastructure investments in favor of jurisdictions that protect critical lands over developing and tax sharing for countywide services.	
CSAC & RCRC	Reliance on Local Plans	Local planning processes involve extensive public outreach and environmental impact analysis (e.g. local general plans, habitat conservation plans, climate change- related programs, etc.). GHG reduction strategies should build on these efforts and, where appropriate, deference should be given to local government mitigation strategies.	

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Sponsors	Title	Description	Location
CSAC & RCRC	<b>CEQA &amp; Climate Change Analysis</b>	Incorporate recommendations and technical advice for local governments and regional agencies in the CEQA Guidelines to address acceptable methodologies for climate change analysis, significance thresholds and mitigation measures for long-range plans and project level review. Mitigation strategies set forth in an EIR prepared for a local general plan, climate action plan and greenhouse reduction plan, intended for use as a first tier environmental analysis, should be relied upon as compliance with CEQA's standards for an adequate environmental review for a project level action.	
CSAC & RCRC	<b>State &amp; Federal Assistance with Data</b>	Provide state and federal assistance for data gathering and developing standardized methodologies for quantifying GHG emissions for determining and quantifying GHG emission sources and levels, vehicle miles traveled and other important data to assist both local governments and regional agencies in addressing climate change in environmental documents for long-range plans.	
CSAC & RCRC	<b>New Fiscal Incentives to Achieve Targets</b>	Provide new fiscal incentives for the development of countywide plans to deal with growth, adaptation and mitigation through collaboration between a county and its cities to address housing needs, protection of resources and agricultural lands, and compatible general plans and revenue and tax sharing agreements for countywide services. CSAC and RCRC recognize that counties and cities must strive to promote efficient development in designated urban areas in a manner that evaluates all costs associated with development on both the city and the county. Support for growth patterns that encourage urbanization to occur within cities must also result in revenue agreements that consider all revenues generated from such growth in order to reflect the service demands placed on county government.	
CSAC & RCRC	<b>Modeling &amp; Analysis</b>	Provide education and outreach regarding tools and modeling for analyzing smart growth strategies. Local elected officials and policy makers must be equipped with this information and knowledge in order to make effective policy and fiscal decisions to achieve GHG emissions reductions targets.	

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Sponsors	Title	Description	Location
League of Cities	<b>Create Special Tax Zones or a Funding Source to Build the Infill Infrastructure Necessary to Serve Compact Development in Existing Urbanized Areas.</b>	Allow local agencies that set zoning within a specified urbanized district or area at minimum densities or intensities to create special tax increment zone (with no eminent domain) to finance the kind of infrastructure necessary to serve that level of development.	
League of Cities	<b>Funding for Infill Schools</b>	Review school funding mechanisms to encourage the rebuilding and revitalization of schools in existing urbanized areas where more compact growth should be encouraged. State policy should assure that the best schools are being built and revitalized in the areas where state policies are encouraging new growth.	
League of Cities	<b>Development of Meaningful Data and Models</b>	The state should invest in sound regional modeling strategies, developed in a clear and transparent public process, and continue to develop more accurate information on all GHG emission sources to introduce into its modeling and decision-making. Moreover, the models (or inventory methodology) should distinguish between trips and other GHG emission sources that either originate or end within a region or agency, and those that are "passing through" (where the affected region or agency has little or no jurisdiction over the source).	
League of Cities	<b>Review other State Policies for Potential Conflicts with GHG Goals</b>	The state should review laws that are adopted for valid purposes but nevertheless may be in conflict with the goals of GHG reduction. The state should avoid adopting policies that conflict with state statutes and other regulatory policies.	
League of Cities	<b>Work within the Structure of Existing Blueprints; Encourage Similar Processes in All Parts of the State</b>	The state should find ways to support and nurture voluntary, collaborative "Blueprint" efforts in all parts of the state by providing expertise and resources for identifying significant environmental resources and modeling expertise for GHG. Policies should allow these regional strategies to take root and develop on their own.	
League of Cities	<b>Develop a Permanent Source of Land for Affordable Housing</b>	Developing affordable housing will become an even greater challenge if the amount of new land that is developed for housing decreases.	
Triad	<b>Green Building</b>	Require LEED certification, or its equivalent, for all buildings built in the State.	
Triad	<b>Transit Oriented Development</b>	Adopt policies that spur infill development with strong access to transit	

# DRAFT Strategies Submitted to LUSCAT and ARB by Stakeholders 3-8-08

Sponsors	Title	Description	Location
Triad	Balancing Incentives for Sustainable Growth	Adopt policies to incentivize sustainable greenfield growth with infill growth in balance.	
Local Government Commission	Revolving Loan Fund	Establish a revolving loan fund for cities and counties to use to update their zoning codes and make them consistent with general plan language favoring compact, mixed use, walkable development.	
Local Government Commission	General Plan Elements	Encourage or require cities and counties to adopt new, greenhouse gas reduction elements in their general plans or incorporate these measures in other general plan elements.	
Local Government Commission	LAFCOs and Infill Determination of Need	Require Local Agency Formation Commissions (LAFCOs) to consider infill capacity and GHG emissions prior to granting approvals for expansion of spheres of influence or annexations.	
Local Government Commission	VMT inclusion in EIRs	Require VMT to be addressed in EIRs of new development projects over a specified size, with targets determined by state or regional entities.	
BART	Modernize Transit Systems	The State needs to make additional investments into modernizing transit facilities, vehicles, systems and trackways.	
BART	Expand Transit Capacity	The State needs to make additional investments into transit facilities, vehicles and modernize systems and trackways to expand capacity.	
BART	Greener Transit	State support for transit should take into account the costs of transit system shift to clean fuels and efficient vehicles	
BART	Regional Approach	The State should pursue a regional approach to achieve GHG emission reductions from the transportation sector. This will allow for a more balanced perspective as the reduction in VMT-generated emissions may result in an increase in transit-generated emissions, but still an overall net reduction.	
BART	Suburban Centers	Adopt policies that increase transit capacity potential of suburban centers to better enable transit in those areas.	
California Construction and Industrial Materials Association	Incentives for Planning to Enhance Access to Construction Aggregate Mineral Resources	The State should provide local lead agencies and Councils of Government with financial and other resource assistance to identify construction aggregate mineral resources within blueprints and general plans in close proximity to consumption markets.	



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Sponsors	Title	Description	Location
California Construction and Industrial Materials Association	Incentives for Planning to Protect Construction Aggregate Mineral Resources	The State should create programs and policies to provide incentives for local jurisdictions that identify and protect natural mineral resources necessary to meet the regions 50 year projected demand for construction aggregates.	
California Construction and Industrial Materials Association	Focused Transportation Improvements to Increase Efficiency of Access to Construction Aggregate Mineral Resources	The State should consider developing/improving highways and other transportation infrastructure providing access to regionally important natural mineral resources to ensure efficient transportation of the bulk materials to market.	
California Construction and Industrial Materials Association	Reduce Transport Distance of Transport of Construction Aggregate Mineral Resources by Allowing Increased Extraction	The State should have a goal of increasing permitted construction aggregate natural resources in order to reduce the statewide average transport distance per ton by 15 miles.	
California Construction and Industrial Materials Association	Climate Champion License Plates	The State should implement Climate Champion license plates as well as a Climate Champion State Income Tax voluntary contribution. The proceeds should go to the local jurisdiction from which they are raised for Climate Change related smart growth planning and implementation activities.	
Pacific Forest Trust	Permitting and Mitigation	Incorporate GHG evaluations into the process of reviewing applications for zoning changes and development permits, and establish mitigation fees as appropriate, to ensure consistency with GHG goals and targets.	
Pacific Forest Trust	Incentivize Land Conversion Avoidance	Provide financial incentives to counties for achieving regional GHG reduction targets and allow cities and counties to count emission reductions from avoided conversion and mitigation programs toward those targets. Ensure that guidance for accounting GHG reductions from these programs results in the most effective use of monies, and that regulatory approaches have been fully utilized.	

# DRAFT Strategies Submitted to LUSCAT and ARB by Stakeholders 3-8-08

Sponsors	Title	Description	Location
Pacific Forest Trust	<b>Include Urban Forestry Programs into State's GHG Land Use Approach</b>	Allow cities and counties to count emission reductions from municipal and regional urban forestry programs toward their regional GHG reduction targets. Ensure that guidance for accounting GHG reductions from these programs results in the most effective use of monies, and that regulatory approaches have been fully utilized.	
Pacific Forest Trust	<b>Implement GHG Trading Program for Counties to Conserve Net Sequestration Potential</b>	Allow counties to trade GHG reductions with other counties in order to achieve regional GHG reduction targets with the greatest economic efficiency and co-benefits.	